

Safe Routes to School Program

Program Overview

The Safe Routes to School Program was started to enable children to walk and bicycle to school in a safe built environment and to encourage them to make active and healthy lifestyle choices from an early age. The program combines elements of the 5Es: **education, encouragement, enforcement, engineering and evaluation**, to achieve its goals.



The MnDOT State Aid for Local Transportation Division and the Transit Office share responsibilities for the administration and oversight of the program. State Aid administers the infrastructure funds and the Transit Office administers the non-infrastructure funds. Infrastructure funds are used for capital improvements such as sidewalks or paths to provide safe and accessible routes to walking and bicycling to schools. Non-infrastructure funds are used to support local SRTS programs through outreach, education and encouragement activities such as planning, providing bicycle and pedestrian safety training or coordinate walk/bike to school day events.

SRTS implementation is supported by federal and state funds.

- The federal program was created in SAFETEA-LU¹ in 2005 with set-aside funding for non-infrastructure and infrastructure implementation. In 2013, MAP-21² was passed where SRTS type projects are identified as eligible for funding in the Transportation Alternatives Program.
- The Minnesota program was created in Minnesota Statutes 174.40³ in 2012 with accounts for non-infrastructure and infrastructure implementation.

Guidance, Eligibility and Criteria

Guidance

Schools, school districts, cities, counties, and townships with communities that need capital improvements around schools for safer walking and bicycling conditions may apply for SRTS infrastructure funding. Schools, townships and cities with populations of 5,000 or less need to partner with State Aid cities or counties to develop and implement SRTS projects.

Eligibility

Infrastructure projects eligible for both the state and federal program should improve the safety and ability of students to walk or bicycle to and from school. The following are eligible examples of capital improvements.

- ADA compliant pedestrian and bicycle facilities – sidewalks, paths and multi-use trails

¹ www.gpo.gov/fdsys/pkg/PLAW-109publ59/pdf/PLAW-109publ59.pdf

² www.gpo.gov/fdsys/pkg/PLAW-112publ141/pdf/PLAW-112publ141.pdf

³ www.revisor.mn.gov/statutes/?id=174.40



- ADA compliant pedestrian and bicycle crossing improvements – medians, crossing islands, curb extensions, and actuated traffic control devices
- Traffic calming – vehicle speed feedback signs, medians, crossing islands, and speed humps.

Criteria

Projects are selected to address the local need for capital improvements and support the local program SRTS program. The following are criteria used to select projects:

- SRTS planning process
- Support to existing SRTS program
- Demonstration of need and benefit
- Potential to improve pedestrian and/or bicyclist safety
- Project support
- Project readiness
- Geographical distribution

Infrastructure Funding

Below is a table that shows the amount of funding awarded and the number of selected projects from funding cycles since 2009.

	2009*	2011*	2013*	2014**
Amount Allocated	\$1.9 M	\$3.8 M	\$3.5 M	\$1 M
Number of Projects	13	16	13	4

*Data Source: 2012 and 2013 SRTS Legislative Reports, *SAFETEA-LU funds only, **State funds*

For More Information

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Revised: 2/2016

